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Arkansas and Choctaw Railroad Company.

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ARKANSAS AND CHOCTAW RAILROAD COMPANY.

FEBRUARY 1, 1896.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. LITTLE, from the Committee on Indian Affairs, submitted the following

REPORT:

[To accompany H. R. 3812.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 3812) to authorize the Arkansas and Choctaw Railway Company to construct and operate a railway through the Choctaw Nation, in the Indian Territory, and for other purposes, have had the same under consideration, and report the same back with the recommendation that it pass with the following amendments:

In line 8 of section 2 strike out the word "two" and insert "one."

In line 9 of section 2 strike out the word "three" and insert "two."

In lines 13 and 14 of section 2 strike out the words "one hundred" and insert "fifty."

Strike out the proviso to section 8 and insert the following:

Provided, That a map showing the entire line of the road in the Indian Territory shall be filed with and approved by the Secretary of the Interior before the construction of the same shall be commenced.

The corporation asking this right of way was duly chartered under the laws of the State of Arkansas, and has completed 10 miles of that part located in that State and the balance is under rapid construction; all of the ties, timbers, and steel rails purchased, and most of the rails have been delivered. It is believed that all of the line in Arkansas would have been completed but it was deemed advisable by the promoters to await the survey of the whole line, as the survey in the Indian Territory might show that it would be better from an economical standpoint, and in other respects advisable, to change the location of the line in Arkansas from its present terminus to the Choctaw line.

The work done in Arkansas has been paid for by the stockholders, and they have been represented as amply able to complete the line to Atoka without borrowing any money on bonds or any other incumbrances on the road.

The committee believe that the road will be constructed without delay if the right of way is granted.